DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
OFFICE ENGINEER, MS 43
1727 30TH STREET
P.O. BOX 168041
SACRAMENTO, CA 95816-8041
FAX (916) 227-6214
TTY (916) 227-8454

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**** WARNING ** WARNING ** WARNING ** WARNING ****
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September 11, 2006

06-SLO,Ker,Kin-41-79.9/81.0,0.0/8.0,0.0/6.8
06-3829U4
ACNH-P041(102)E

Addendum No. 3

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in SAN LUIS OBISPO, KERN, AND KINGS COUNTIES ABOUT 20 KM SOUTH OF KETTLEMAN CITY FROM 1.1 KM SOUTH OF THE SAN LUIS OBISPO/KERN COUNTY LINE TO 0.8 KM NORTH OF THE AVENAL CREEK BRIDGE.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on September 20, 2006.

This addendum is being issued to revise the Project Plans, the Notice to Contractors and Special Provisions, and the Proposal and Contract.

Project Plan Sheets 4, 24, 218, 244, 253, 258, 262, 264, 265, and 267 are revised. Half-sized copies of the revised sheets are attached for substitution for the like-numbered sheets.

In the Special Provisions, Section 10-1.38, "EARTHWORK," is revised as attached.

In the Proposal and Contract, the Engineer's Estimate Items 84, 85, and 89 are revised as attached.

To Proposal and Contract book holders:

Replace page 7 of the Engineer's Estimate in the Proposal with the attached revised page 7 of the Engineer's Estimate. The revised Engineer's Estimate is to be used in the bid.

Inquiries or questions in regard to this addendum must be communicated as a bidder inquiry and must be made as noted in the NOTICE TO CONTRACTORS section of the Notice to Contractors and Special Provisions.

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the proposal.

Submit bids in the Proposal and Contract book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

Inform subcontractors and suppliers as necessary.

06-SLO,Ker,Kin-41-79.9/81.0,0.0/8.0,0.0/6.8
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This office is sending this addendum by UPS overnight mail to Proposal and Contract book holders to ensure that each receives it. A copy of this addendum is available for the contractor's use on the Internet Site:

http://www.dot.ca.gov/hq/esc/oe/weekly_ads/addendum_page.html

If you are not a Proposal and Contract book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

ORIGINAL SIGNED BY

REBECCA D. HARNAGEL, Chief
Office of Plans, Specifications & Estimates
Office Engineer

Attachments

10-1.38 EARTHWORK

Earthwork shall conform to the provisions in Section 19, "Earthwork," of the Standard Specifications and these special provisions.

No blasting shall be performed within 400 meter of a structure where concrete has been placed within the previous 72 hours.

EMBANKMENT SLOPES

Embankment slopes shall be finished in accordance with Section 19-2.05, "Slopes," of the Standard Specifications and shall be finished by running tracked compaction equipment perpendicular to the slope contours. A minimum of two passes shall be required to consolidate the slope face, or as directed by the Engineer. Water shall be used to help facilitate compaction, but the application of such shall not result in any runoff being generated that will cause erosion.

Full compensation for trackwalking embankment slopes, including applying water, and scaling, shall be considered as included in the contract price paid per cubic meter for roadway excavation and no separate payment will be allowed therefore.

Surplus excavated material shall become the property of the Contractor and shall be disposed of in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

Broken concrete, where shown on the plans to be removed, shall be removed and disposed of outside the highway right of way in conformance with the provisions in Section 7-1.13, "Disposal of Material Outside the Highway Right of Way," of the Standard Specifications.

The portion of imported borrow placed within 1.5 m of the finished grade shall have a Resistance (R-Value) of not less than 20.

Reinforcement or metal attached to reinforced concrete rubble placed in embankments shall not protrude above the grading plane. Prior to placement within 0.6-m below the grading plane of embankments, reinforcement or metal shall be trimmed to no greater than 20 mm from the face of reinforced concrete rubble. Full compensation for trimming reinforcement or metal shall be considered as included in the contract prices paid per cubic meter for the types of excavation shown in the Engineer's estimate, or the contract prices paid for furnishing and placing imported borrow or embankment material, as the case may be, and no additional compensation will be allowed therefor.

Imported borrow shall be mineral material including rock, sand, gravel, or earth. The Contractor shall not use man-made refuse in imported borrow including:

A. Portland cement concrete,
B. Asphalt concrete,
C. Material planed from roadway surfaces,
D. Residue from grooving or grinding operations,
E. Metal,
F. Rubber,
G. Mixed debris,
H. Rubble

Imported borrow will be measured and paid for by the cubic meter and the quantity to be paid for will be computed in the following manner:

A. The total quantity of embankment will be computed in conformance with the provisions for roadway excavation in Section 19-2.08, "Measurement," of the Standard Specifications, on the basis of the planned or authorized cross section for embankments as shown on the plans and the measured ground surface.
B. The Contractor, at the Contractor's option, may compact the ground surface on which embankment is to be constructed before placing any embankment thereon. If the compaction results in an average subsidence exceeding 75 mm, the ground surface will be measured after completion of the compaction. The Engineer shall be allowed the time necessary to complete the measurement of an area before placement of embankment is started in that area.
C. The quantities of roadway excavation, structure excavation and ditch excavation, which have been used in the embankment, will be adjusted by multiplying by a grading factor to be determined in the field by the Engineer. No further adjustment will be made in the event that the grading factor determined by the Engineer does not equal the actual grading factor.

D. The quantity of imported borrow to be paid for will be that quantity remaining after deducting the adjusted quantities of excavation from the total embankment quantity.
E. The Contractor may propose a plan whereby the Contractor would be paid on the basis of measured settlement in lieu of the allowance specified above. The proposal shall include complete details of the subsidence-measuring devices and a detailed plan of each installation. If the proposed plan is approved by the Engineer, the Contractor, at the Contractor's expense, shall provide, install and maintain the subsidence-measuring devices. The Engineer will take necessary readings to determine the progress of subsidence, if any, and the Contractor shall provide necessary assistance to make the readings.
F. Installed devices which are determined by the Engineer to have been damaged will not be used for the determination of subsidence for the area the devices represent in the pattern of approved installations. The subsidence of the area represented by that installation shall be considered zero, regardless of the subsidence measured at other installations.
G. The volumes required as a result of subsidence will be computed by the average-end-area method from the original measurements and the final measurements, including zero subsidence at all points and for all areas as provided herein. It shall be understood and agreed that the subsidence at the point of intersection of the side slopes (and end slopes at structures) with the ground line as established by the original cross sections shall be considered as zero. Unless otherwise agreed to by the Engineer, the subsidence shall be considered as zero at the points on the cross sections 15 m beyond the beginning and ending of the instrumented area. The computed volumes for such subsidence will be added to the quantities of embankment measured as specified herein.
H. Detachable elements of the subsidence-measuring devices which can be salvaged without damage to the work shall remain the property of the Contractor and shall be removed from the highway right of way after final measurements are made.

If structure excavation or structure backfill for bridges is not otherwise designated by type and payment for the structure excavation or structure backfill has not otherwise been provided for in the Standard Specifications or these special provisions, the structure excavation or structure backfill will be measured and paid for as structure excavation (bridge) or structure backfill (bridge), respectively.

Roadway excavation that may require extra effort to excavate are shown on the plans and identified in the Geotechnical Report as provided in the Informational Handout. These excavation areas are expected to require removal by a hydraulic hammer, specialty equipment larger than a D-8 tractor or equivalent or by blasting.

Full compensation for roadway excavation that may require extra effort to excavate which shown on the plans or identified in the geotechnical report, shall be considered as included in the contract price paid per cubic meter for roadway excavation and no separate payment will be allowed thereafter.

ENGINEER'S ESTIMATE
06-3829U4

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
81 (F)	510053	STRUCTURAL CONCRETE, BRIDGE	M3	342		
82 (F)	510060	STRUCTURAL CONCRETE, RETAINING WALL	M3	775		
83 (F)	510086	STRUCTURAL CONCRETE, APPROACH SLAB (TYPE N)	M3	70		
84 (F)	510413	CLASS 1 CONCRETE (BOX CULVERT)	M3	256		
85 (F)	510502	MINOR CONCRETE (MINOR STRUCTURE)	M3	52		
86 (S)	519142	JOINT SEAL (MR 40 MM)	M	26		
87 (S-F)	520102	BAR REINFORCING STEEL (BRIDGE)	KG	46 800		
88 (S-F)	520103	BAR REINFORCING STEEL (RETAINING WALL)	KG	46 635		
89 (S-F)	520107	BAR REINFORCING STEEL (BOX CULVERT)	KG	14 169		
90	560238	FURNISH SINGLE SHEET ALUMINUM SIGN (1.6 MM-UNFRAMED)	M2	4		
91	560239	FURNISH SINGLE SHEET ALUMINUM SIGN (2.0 MM-UNFRAMED)	M2	1.5		
92	566011	ROADSIDE SIGN - ONE POST	EA	4		
93	566012	ROADSIDE SIGN - TWO POST	EA	1		
94	620913	600 MM ALTERNATIVE PIPE CULVERT	M	260		
95	620933	1200 MM ALTERNATIVE PIPE CULVERT	M	200		
96	664021	600 MM CORRUGATED STEEL PIPE (2.77 MM THICK)	M	130		
97	664029	750 MM CORRUGATED STEEL PIPE (2.77 MM THICK)	M	9		
98	664052	1500 MM CORRUGATED STEEL PIPE (2.77 MM THICK)	M	10		
99	670764	2430 MM STRUCTURAL STEEL PLATE PIPE (2.82 MM THICK)	M	120		
100	037810	2430 MM STRUCTURAL STEEL PLATE PIPE (4.32 MM THICK)	M	6		